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SUNDAY, APRIL 28, 1907.

God's goodness! I believe in it as in His sunshine.—E. B. Browning.

## The Rate Decision.

The decision of the State Corporation Commission that the trunk lines of Virginia, on and after July 1st, shall put into effect and observe a maximum rate of two cents a mile for intrastate transportation of passengers in Virginia carries no great surprise and is certainly in accordance with popular demand.

Whatever may be said in criticism of the decision, it is free from demagoguery, and it lays down certain general principles as to the relation of the government to the railroads, and the relation of the railroads to the progress and prosperity of the country, which are timely and which should have a wholesome influence at home and afar. There is in it no spirit of hostility to the railroads, but on the contrary their interests are given every consideration and their rights, as well as their usefulness, recognized. It must be admitted also that strong argument and impressive facts and figures have been brought to bear to justify the commission's conclusions; that the public is entitled to a two-cent passenger rate, and that the railroads are able to give it.

The commission recognizes the binding force and the justice of the principle that a carrier has the right to earn its operating expenses and a fair return upon a fair value of the property used in the service, and in determining the rate question it was at pains to ascertain what was a fair value of the railroads of Virginia. This was no easy task, but by taking into consideration the original cost of the property as far as it is shown, the capital and bonded debt, the cost of reproducing the property anew so far as it is shown, the assessed value for purposes of taxation and the personal knowledge of the commissioners, it arrives at the conclusion that the fair value of the railroads of Virginia is \$1,000,000,000. It is worth more than \$1,000,000,000 for the entire mileage in this State, while the property of most of the companies is worth less. But it appears that six percent of the value reached by the several railroads, respectively, are as follows: Chesapeake and Western, \$98,000 per mile; Chesapeake and Ohio, \$12,000 per mile; Atlantic Coast Line, \$15,000 per mile; Seaboard Air Line, \$62,000 per mile; Southern, \$45,000 per mile; Richmond, Fredericksburg and Potomac, \$127,000 per mile; Washington-Southern, \$95,000 per mile; New York, Philadelphia and Norfolk, \$45,000 per mile.

This is based on the value of roadbed alone, and does not consider equipment, station buildings, terminals, etc., but taking everything into the calculation, the commission is sure that the roads are earning six per cent, net on a valuation largely in excess of \$50,000,000 per mile for everything. But the commission deems it the height of unwisdom and mistaken policy to restrict the railroad companies to the utmost point legally permissible, or anywhere near that point. On the contrary, the commission deems it manifestly wise and proper that the railroads, as one of the greatest agencies of civilization and prosperity, on the successful operation of which practically every industry and every community is largely dependent, should be given every reasonable encouragement and dealt with as liberally as the public interests and the welfare of their patrons will permit. The commission even goes so far as to say that the railroads are entitled to share fairly in the general prosperity of the country. But the commissioners have assured themselves that the reduction of passenger rates which they have ordered will not seriously impair earnings, if at all, and will certainly leave the roads such a margin of profit, upon any fair value of their property, as will enable their business to compare favorably in profitability with any of the large standard businesses of the country.

All this, however, is necessarily a matter more or less of conjecture, and only time can determine. One thing may be relied upon, however, and that

is that if the rate thus established prove to be a serious injury to the roads, it will be revised. Our Corporation Commission is a judicial body, and it will "reform with equity," or it will "not reform at all."

In the matter of freight rates, it is understood that no radical changes will be made—that is to say, none that will seriously affect the revenues of the roads. The changes will be for the most part in the interest of uniformity. Inequalities will be reduced to the minimum, and to that end the number of classifications will be greatly decreased and a uniform rate made for all traffic of the same classification. The roads will not be allowed, however, to raise any rates except with the consent of the commission. The commission thinks that the great bulk of freight rates now in effect in Virginia can stand the test of fairness and reasonableness, and says that it is more important at this time for the railroads to give ample facilities to shippers, and a quicker service than that freight rates as a whole shall be materially changed.

Altogether the decision seems to us to be fair and judicial, and we believe that it will prove to be beneficial to the railroads. Experience shows that in those States where the two-cent rate has been enforced, the railroads have in the main gained more than they have lost. Moreover, it will relieve the Virginia railroads of many private complaints and much hurtful agitation to operate under a schedule of freight and passenger rates which has been fixed by the law and for which the Corporation Commission, and not the railroads, is responsible.

## Objection No. 5.

In discussing objection No. 5 to the Torrens system, Mr. E. C. Massie says: "Some lawyers have objected to the Torrens system because, they say, it makes the State the guarantor of titles and thus 'puts the State into a business that should be attended to by private enterprise.' An able lawyer, who has both written and spoken against the Torrens system and took the time and trouble to travel hundreds of miles to appear before the Legislature in opposition, said: 'This objection is perhaps the most important of all I have urged.' Wherever the Torrens system has been proposed it has been bitterly fought by title-examiners and by the great title and guaranty companies. They did their best to defeat it in Illinois. The Chicago Title and Trust Company had an income of \$496,552.58 from the examinations of titles alone in 1903, besides the revenues it reaped from the business of insuring titles. It has always fought the Torrens system, and its counsel wrote an elaborate book against it. But in spite of all the influence of corporate wealth and power, sustained by individual title examiners, when the question of an amendment to make the act more effective was submitted to the people, it was carried by a popular majority of 211,883, only 30,943 persons out of an actual voting electorate of 241,926 voting against it. And this was after the act had been on trial in the city of Chicago and Cook county for seven years. It is rather striking that the popular majority should have been 7 to 1 after this actual trial of seven years. And we call attention to the fact that the State does not become the guarantor or insurer of titles under the bill proposed for Virginia, but the guaranty is afforded by the assurance fund created from a small tax of one-tenth of 1 per cent, imposed upon each tract of land at the time it is registered. In addition to this the law itself will act as a guaranty, in that it will provide for an official examination of title before registration which will give assurance of the exact condition of the title, disclosing any defects and affording an opportunity to perfect the title in accordance with the needs of the case. The first effect of the Torrens system is to clear titles, and the practical result of its operation is that after having cleared titles it keeps them good and clear. The State claims to be the ultimate owner of all titles, and asserts this claim by the exercise of the right of eminent domain, condemning the lands of any individual whenever she sees fit to do so. She should therefore establish the titles of her tax-paying citizens, and the Torrens system will enable her to do this without financial danger to herself."

## The Evidence of Experience.

The series of letters from the affiliated colleges in Toronto which appeared in The Times-Dispatch of April 21st shows by experience the feasibility of the plan for the University of Richmond. The presidents of the Toronto colleges declare that the grouping of the several institutions in the Capital City has been a notable gain to each college in increased endowment, students and moral prestige; that the removal of some of the colleges from a small town into the city to enter the aggregation is now approved heartily upon every hand, though some of the alumni in the beginning objected to such removal; and that the correlation of the colleges after the Oxford plan has been of positive advantage to the city as a whole by intensifying interest in higher learning. These are the three points at issue in establishing the University of Richmond. Happily, Toronto has anticipated by experience every objection that might be urged to the plan here.

It is to be noted that the Baptist Institution in Toronto, MacMaster, is absolutely independent and separate, though adjacent to the other colleges. And yet its president says: "The presence of the University of Toronto and its many affiliated colleges in the same city has, too, been helpful in every way. . . . The rivalry of independent colleges (independence in regard to details of curriculum) in the same city is, in my opinion, helpful in many ways in college work and devel-

opment." Back of that striking statement are seventeen years of concrete experience in such a group of colleges. A small college was moved from Lima to Syracuse, N. Y. What has been the effect of the removal? Chancellor Day, of Syracuse University, writes: "We now have resources of about five million dollars, a student enrollment of over three thousand, a faculty of 213, an income from tuition fees of over \$150,000 and twenty-two educational buildings, the most of them very large and imposing. Colleges that have remained in back-town villages like Lima have remained small and weak, and have little prospect of anything better in future."

In the light of these written statements it is plain that the University of Richmond will bring benefit to every college in our community and will render a great public service to the city and the South.

## The Virginia Flag.

In reply to an inquiry we recite the following facts concerning the history of the Virginia flag:

A convention of the people of Virginia which met on February 13, 1861, and continued until April 17th, adopted an ordinance setting forth: "That the flag of this Commonwealth shall hereafter be made of bunting, which shall be a deep blue field with a circle of white in the centre, upon which shall be painted or embroidered, to show' on both sides alike, the coat of arms of the State, as described by the convention of 1776, for one side of the seal of the State, namely: Virtus, the genius of the Commonwealth, dressed like an Amazon, resting on a spear with one hand, and holding a sword in the other and treading on Tyranny, represented by a man prostrate, a crown fallen from his head, a broken chain in his left hand and a scourge in his right. In the exergon the word Virginia, over the head of Virtus; and underneath, the words 'Sic Semper Tyrannis.'"

Quoting from the original journal of the convention of July 5, 1776, former State Librarian W. W. Scott says:

"This has always been our flag since Virginia declared her independence, which was on June 29, 1776, five days prior to the Federal Declaration."

## The Captivity of Thought.

(Selected for The Times-Dispatch.)  
"Bringing into captivity every thought to the obedience of Christ."—II. Cor. x, 5.

The greatest on earth is man, and the greatest in man is mind, and the greatest function of the mind is to think. The ability to think is man's chief distinction.

Thought is the instrument of all his work; for without it there is nothing done that can truly be called work. Without thought the hand would neither know what to do nor how to do it. Thought is also the great material with which we work, and it is capable of indefinite multiplication. For to what extent is it not multiplied in seasons of excitement or hours of inspiration?

It is impossible to estimate the value of thought. Work without wit or wisdom is of little value. All works of skill are costly, and skilled labor commands the highest market price. And as the world completes its history, thought will be more and more in demand. For in all emergencies the man of thought will come to the front.

But for our thoughts to possess this value, we must learn to lead them; whence his thoughts may come or whether they will go? Nevertheless, difficult as it may be, we may learn to lead them, and not they us. We must do this if they are to be of any real or lasting value. For thought unled is as the wind and waves to a ship under canvas, but without a rudder.

If a man does not lead his thoughts some other power will, and every power (but the true one) will make itself felt more and more, and man less; so that if the flesh leads, he becomes carnal; if the world, worldly; if the devil, devilish. What so important then, as that we should have power over our thoughts; able to choose and select what we wish, to retain and dismiss those we would banish?

But if we would lead our thoughts we must know how to interest them. We cannot lead thought when we feel no interest; the mind soon withdraws; the will weakens in pursuing a course of thought which does not engage its affections. The mind places itself at the service of the heart, and the affections control the will. This explains the difficulty in the beginning of any new study. It is hard to arrest the attention and fix the thoughts where we feel little, if any, interest. Yet we know the mind readily labors for what interests the heart.

The heart liveth with its treasure and surrounds it with constant thought. We should watch those thoughts which come unbidden; note well their character, and ascertain their right to the place they seek to occupy. We cannot do this too soon, for thoughts which occupy the heart become impassioned and are difficult to dislodge, even though they may be such as it ill becomes us to cherish; and if not disarmed become habitual ere we are aware.

But how are we to lead our thoughts into captivity? Thought may be led, but it cannot be forced. We must present to the mind that which is agreeable to its nature, and simply ask for obedience to an authority which, though it speaks without, appeals to its own Amen within. If we would lead our thoughts into captivity our leading must be a call to obedience.

Obedience. Yes; but to what? The first is our conscience, which cannot be directly seduced, silenced or destroyed. The second, but higher authority, is the Divine Word. Conscience may be corrupted and has been perverted. The Word is "incorruptible" and liveth and abideth for ever." It enlightens and touches the conscience, and seeks to write again the law of God in the renewed heart.

But there is a last and final authority in Him who speaks in the Word, for without the Word we should be ignorant of Him. He can replenish, keep pure and elevate all our thoughts. He who is the God of our prayers can and will cleanse the thoughts of our hearts by the inspiration of His Holy Spirit, if we but earnestly ask—

"Direct, control, suggest, this day, All I design, or do, or say; That all my powers, with all their might, In Thy sole glory may unite."

Is He, then, my friends, the guide of our thoughts? For whoever, or whatever, leads our thoughts leads also us. The character of our thoughts reveals who is the leader. Learn then to judge of the character of your thoughts by looking at them in the light of action. We should be ashamed to think what we would be ashamed to do. Bring your unconscious thought to the bar of judgment to receive sentence. This, then, is our great privilege—not thinking as we wish, nor doing what we will, but the privilege of listening for our Father's voice, and "bringing into captivity every thought" to Him who is "The Way, the Truth and the Life."

## Remedy for Car-Shortage.

That the car-shortage is regarded as serious by the railroads is shown by the determination of the American Railway Association, one of the most powerful organizations in the country, to remedy the evil quickly and effectively. At the meeting last week in Chicago a rule was adopted providing a penalty of \$5 on every road which fails to return a car belonging to another line with promptness and dispatch. This will be in addition to the daily charge now prevailing, but the latter is a trifle when it is remembered that one company can easily afford to pay the fees and hold a car, which will earn ten or twenty times the amount in twenty-four hours when used to handle local freight.

Most of us will agree, of course, that responsibility for this condition of affairs, which has been disastrous to shippers and manufacturers alike, is upon the railroads. Yet the Chicago Tribune, usually a well-informed newspaper, contends that shippers are responsible, inasmuch as they find it more economical to use the cars for warehouses rather than pay demurrage. While the railroads hereafter will doubtless hold the shippers to a more strict account, the action of the association indicates that the roads themselves are the culprits, and they at last see the wisdom of penalizing the car pirates. If something of this kind had been done months ago the feeling against the transportation companies might not have found expression in the passage of State laws which are drastic and against which the railroads protest.

Elsewhere will be found a patriotic article from President Lyon G. Tyler, of William and Mary, in which he draws some parallels (if not contrasts) between President Davis and President Lincoln. Mr. Tyler says that he is willing to let bygones be bygones, so far as the hard feelings are concerned, but he is not one of those who will praise Mr. Lincoln and forget the man who represented the South in a struggle for home rule. Nor is The Times-Dispatch. Mr. Davis was our President, and he is worthy of our respect and affection. Let us all adopt Colonel Skelton's suggestion and see that the centennial anniversary of the President's birth be becomingly celebrated.

Representative Hardwick, of Georgia, prophesies that the State's peach crop will be a total failure. Those who credit this prediction will do well to lay in now a few barrels of the Houson Post's renowned succulent and plow-priced strawberries.

The Washington Herald asserts that "pneumonomonosis, a pseudo-motetic form of pneumonia induced by carbonaceous accumulations," has broken out in Pittsburgh. And it the home city of Andrew Carnegie, the world's simplest speller!

Dr. Wilfred T. Grenfell declares that the white man's Arctic explorations have a bad effect upon the Eskimos. Hence we trust that Walter Wellman will reconsider, and resolve not to find the Pole again this year.

Mr. Bryan intimates that if he were worth a million dollars he would be glad to serve as President without pay. On the other hand, many of us would give him a million dollars, would cheerfully promise not to run.

Rumor says that William Loeb, Jr., has secured a good berth with a corporation. The striking thing about it is that he got the job without serving either in the cabinet or on the Panama Canal Commission.

A New York judge has ruled that there is no law to prevent a lady from getting into a motor car without a license, perhaps, that a New York judge would ever have heard of the laws of decorum.

If Tom Watson would but insert a slug-the-porter plank in his platform of principles, there is reason to believe that he might reach the White House yet.

President Tucker says that Mr. Roosevelt is the best friend that an exposition could have. Well, how about the time that Billy made an exposition of himself, Mr. Tucker?

A Milwaukee man has sued for divorce because his wife declines to talk to him. Fortune sometimes makes queer errors in the distribution of her favors.

Could the original John Smith have dropped in for a few minutes on Friday, he would no doubt have gotten the great surprise of a not unsurprised career.

But doubtless the Altonna man who says that he can burn ashes has never tried his hand on the by-product of a Christmas gift cigar.

## Rhymes for To-Day

### Lines from a Broken Heart.

I DON'T know why I should feel blue,  
And wonder far than I am wont—  
(Indeed, to be quite frank with you,  
I don't!)  
I'm feeling happy as a Bart,  
But sad-eyed verse is never hard,  
And readers love a broken-heart—  
(Ed. bard.)

The rose's glory—where it's at?  
Where is the zest of hill and dale?  
Has all I loved before grown flat  
And stale?  
Why am I ill of what once charmed?  
[Nay, reader dear, don't pale or faint:  
There is no need to get alarmed—  
I ain't.]

My soul's been tossed this too long while,  
My heart too torn with dull new pain:  
I doubt if I shall ever smile  
Again.  
[I like that Byron dash of wrack:  
I can't do more with well-pleased eyes—  
It's rather fun to write a pack  
Of lies.]

Henceforth I'll loose a caustic wit  
Upon a world that's turned so drear,  
And face life with a bitter, bitter sneer.  
[Hail! You're not quite what I seem—  
Nobody knows my guile by half:  
And now I'll read this o'er and scream  
And laugh.] H. S. II.

## MEERLY JOKING.

### After the Ball.

Teacher: "Now, children, remember the text, 'Eat, drink and be merry, for to-morrow you die.'"  
Pupil: "Please, teacher, in our family we don't. We all take castor oil next day."—Life.

### Where Was the Joker?

Policeman: "Fifty-three articles?"  
Rabbling Wagsies: "Yes, a pack of cards and a cork screw."—Tit-Bits.

### Where He Got the Nerve.

Raynor: "It took nerve, didn't it, to break yourself of the habit of smoking, at your age?"  
Shyne: "Well, did you, but! But my wife—er—has plenty of that."—Chicago Tribune.

### His Downfall.

Green: "I thought Drawley, the architect, was quite wealthy."  
Brown: "Well, you thought right."  
Green: "But he has recently been declared a bankrupt."  
Brown: "Naturally. He undertook to build a house for himself."—Chicago Daily News.

### Sure Proof.

"How do you know he is used to receiving letters from that girl?"  
"Because," answered Miss Cayenne, "he knew immediately where to look for the second page."—Washington Star.

### All Geese Together.

"Mr." asked the little gosling, "are the big geese, those that honk so hoarsely any relation to us?"  
"No, my child," replied the wise old bird fowl; "but the people in them are."—Baltimore American.

## POINTS FROM PARAGRAPHERS.

"JOHN TEMPLE GRAVES LOOSE AGAIN!" reports the Chicago Loose State in a headline over his Chicago speech. It is a domed half the size of Europe, and a population much larger than many independent nations, attempted peacefully to set up a government of their own. She claimed to do so on the ground of natural right, and on the ground of "an irremediable conflict" between Northern and Southern institutions, which, according to President Lincoln, Lincoln and Davis, was a mockery. Nevertheless, she was invaded from the North by great armies, and her territory dragged back into union with the Northern States on their own terms. The result of the war may be the same, no matter how powerful the South becomes under the new order of things or how fortunate for the world the result of the war may be, the action of the North was right, and conquest, and nothing else can be made of it.

LYON G. TYLER.  
Williamsburg, Va.

## The Liquor License.

Editor of The Times-Dispatch:  
Sir—Application for liquor license being made for the city of Richmond, there will probably be as many to apply since the abridgement of the hours of business as there will be to vote. There is yet money enough in the business to warrant its continuance. The sole question to the liquor dealer is not whether he can get a license, but whether he can get a license on terms that will enable him to make a profit. The liquor dealer is a man who is a victim of the traffic, this home and prospect—destroying curse, for it touches every home and every man. We should one side of Broad Street be turned over to the saloons to the detriment of property values and business. Frequently there is more money in selling liquor, and that, too, to foreigners, who care nothing for our city, for mankind, or for God. It is no business strange that no limit is put on this business? If there is no way of getting rid of it altogether, would not it be better to have it in some instances, four? And, if we must have saloons on Broad Street for negroes to entertain negro patrons exclusively? It is demoralizing enough for white men to patronize saloons at all, but to have negroes so much more subject to temptation than the white race commingling in this social manner. Such practices make right-thinking people shudder. The contemplation of the future of men who are so lost to every interest which makes man what God purposed him to be.

## COMMENT OF VIRGINIA EDITORS.

### Instructing the People.

The Times-Dispatch, at the suggestion of this paper, is publishing daily a series of interesting articles by Colonel Eugene C. Massie on the objections noted by the opponents of the Torrens system of land registration. The articles are not only interesting to the land-owners in Virginia. The articles are being eagerly read by our people, and their interest in the subject will be greater in the future after they hear the subject thoroughly discussed. We, with others, greatly appreciate the efforts of The Times-Dispatch and Colonel Massie to enlighten the people on a matter that is of far more importance to the land-owners than many realize. When opportunity offers we shall reproduce the articles for the benefit of all our readers.—Southampton Democrat.

### Building in Roanoke in 1900.

From the official report of the city engineer, there were issued in this city during the past year 281 permits for new residences at a total estimated cost of \$74,600, or an average cost of \$172. During the same time sixty-one permits were granted for new business structures at a total estimated cost of \$289,400, or an average cost of nearly \$4,800 each. Also 300 permits were issued for improvements and enlargement of residences at a total cost of \$129,000.—Roanoke Eye.

### Good for Sore Eyes.

Join the band—all the pretty maids in the South will be sponsors at the reunion in Richmond next month.—Pulaski News-Review.

Jefferson Davis.  
No man suffered for the South as Jefferson Davis did, and no man is entitled to a warmer place in our hearts or taller monuments in honor of his memory.

We would have been glad to have joined the ranks of his army, but he was so much pulled in triumph the statue of our only President through the streets of the one capital city of the Confederacy, and our hope is to join with the mighty throng of fellow-countrymen who will witness the unveiling.

Others will come with to cheer them braved the dangers of the battlefield, and he bore the weight of chains alone in his cell.

When the fury of war had been spent others went to their homes and loved ones, but he is held there to suffer as soldier, but he is held there to suffer as soldier, weary march.

Forget thee? Never, as long as memory does its work and reminds us of the courageous service and of thy costly sacrifice.—Farmville Herald.

## JUST RECEIVED

LARGE, CHOICE SHIPMENT  
OF THE BEST FRUITS.  
Any size basket prepared and delivered anywhere in Richmond. Express shipments made on order out of town.

PAUL BIANCHINI,  
FRUITS, CONFECTIONERY,  
SODA WATER,  
700 E. Main St.

## VOICE OF THE PEOPLE

### Davis and Lincoln.

Editor of The Times-Dispatch:  
Sir—It was very glad to read the letter of Colonel William O. Skelton on the subject of "Davis and Lincoln." Davis, in the spirit of "Sic Semper Tyrannis," there seems to be a disposition on the part of some Southern people to trade off General Robert E. Lee with the President Abraham Lincoln. We are to praise Mr. Lincoln, provided the North praises General Lee. The "swap" is unfair. General Lee was a soldier, whose duty was in the field, but whose noble representation of the Southern Cause was completely as President Davis, who stood at the head of the government. Now, no Northern man is bound to accept President Davis's political principles; but why is the mention of his name to most of them like flaunting a red flag in the face of a bull? Compare him with Lincoln, and in what respect does he fall short? Was he inferior in ability? Was he inferior in courage? Was he inferior in his sense of duty? Was he inferior in his sense of honor? Was he inferior in his sense of patriotism? Was he inferior in his sense of justice? Was he inferior in his sense of loyalty? Was he inferior in his sense of duty? Was he inferior in his sense of honor? Was he inferior in his sense of patriotism? Was he inferior in his sense of justice? Was he inferior in his sense of loyalty?

Now that the eyes of the world are upon Virginia and the South, wouldn't it be a good idea for the managers of the Jamestown Exposition to offer a reward (one worth striving for) to the person who voted the most courteous who may be connected in any way with the exposition? Let all be eligible from the commander of a great warship, to the street car conductor or bell-boy in the hotels. Let the management of the Jamestown Exposition to offer a reward (one worth striving for) to the person who voted the most courteous who may be connected in any way with the exposition? Let all be eligible from the commander of a great warship, to the street car conductor or bell-boy in the hotels. Let the management of the Jamestown Exposition to offer a reward (one worth striving for) to the person who voted the most courteous who may be connected in any way with the exposition? Let all be eligible from the commander of a great warship, to the street car conductor or bell-boy in the hotels. 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